



CITY OF SUNNYVALE REPORT Planning Commission

October 24, 2005

SUBJECT: **2005-0643 and 2005-0645 – Pulte Homes** [Applicant]
Morton J Port Trustee; Joseph Dellamano Et Al [Owners]:
 Application for related proposals on a 2.2-acre site located at
1047 North Fair Oaks Avenue (near Weddell Dr) and a 1.5
 acre site located at **508 Tasman Drive** (near Karlstad Dr) in
 an M-S/ITR/R3/PD (Industrial and Service/Industrial to
 Residential/Medium-Density Residential/Planned
 Development) Zoning District;

Motion **Special Development Permit** to allow the construction of
 66 additional townhomes for a total of 234 units at Danbury
 Place, and

Motion **Tentative Map** to subdivide 2 lots into 13 lots for
 condominium purposes and multiple common lots

REPORT IN BRIEF

Existing Site Conditions One-story industrial buildings

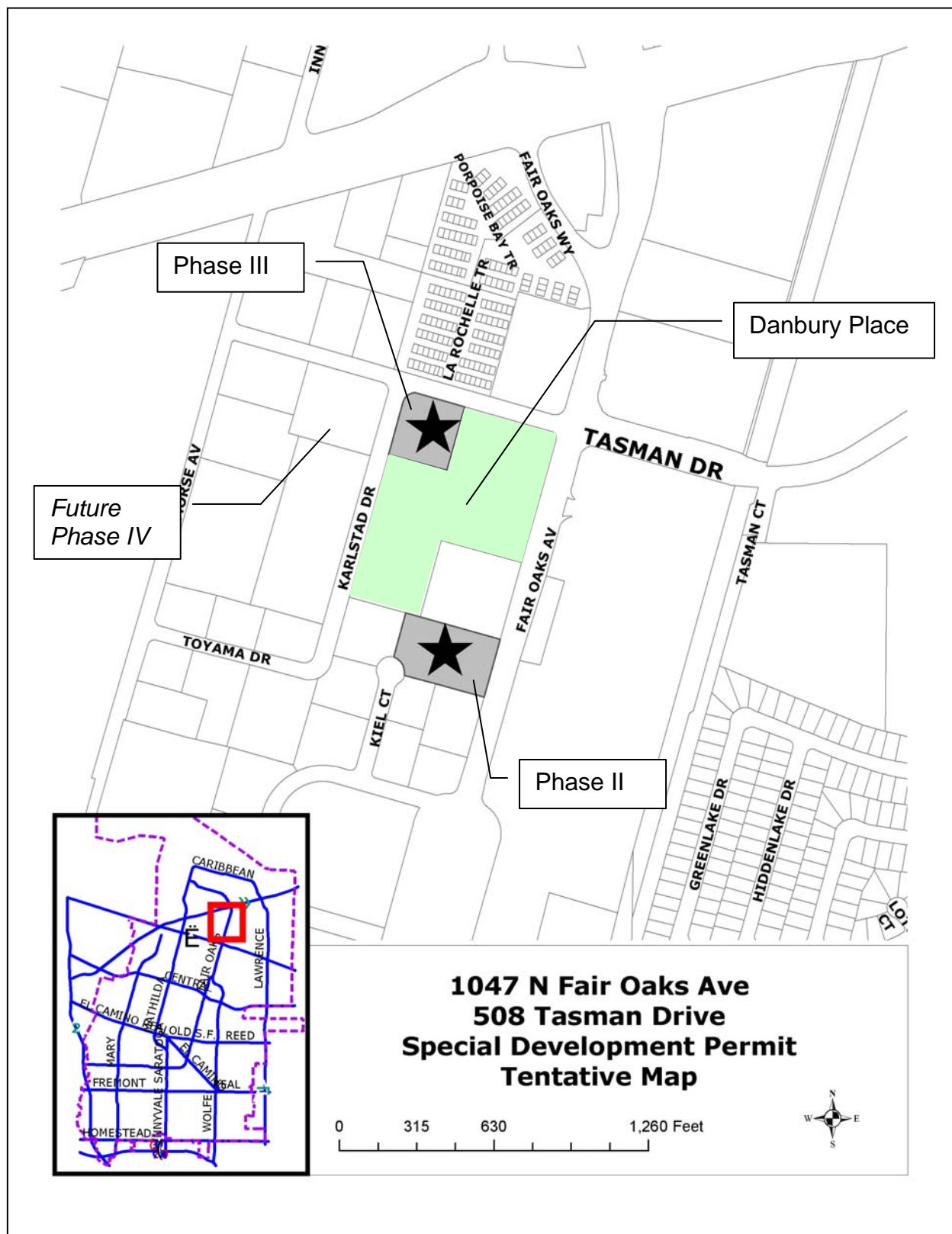
Surrounding Land Uses

North	Phase II General Industrial; Phase III Townhomes
South	Phase II General Industrial; Phase III Townhomes
East	Phase II Mobile Home Park; Phase III Townhomes
West	Phase II and Phase III General Industrial

Issues Connectivity, access, common facilities.

Environmental Status A Mitigated Negative Declaration has been prepared in
 compliance with California Environmental Quality Act
 provisions and City Guidelines.

Staff Recommendation Approve with Conditions



PROJECT DATA TABLE**Existing Industrial Conditions and Proposed Project Sites**

	<u>EXISTING</u>	<u>PROPOSED</u>
General Plan	Industrial to Residential Medium to High Density	Same
Zoning District	M-S/ITR/R3/PD	Same
Lot Size (s.f.)	II=2.15; III=1.47	II=2.04; III=1.47
Gross Floor Area (s.f.)	53,680	II=89,051; III=79,153
Lot Coverage (%)	34	36
Floor Area Ratio (FAR)	34%	110%
No. of Buildings On-Site	2	12
★ Building Height (ft.)	20	43' 8" from grade 48' from curb
No. of Stories	2.5 to 3	2.5 to 3
★ • Front	Dan. II Fair Oaks 60 Dan. III Tasman 86	Dan. II Fair Oaks 12 <i>Average 20</i> 6 ft to elev. Walk Dan. III Tasman 14.5 <i>Average 19.5</i> 2 ft to elev. walk
• Left Side	0 25	Bicycle Path 7.5 to entry 2 ft to elev. Patio Dan III (east) 5
• Right Side	76 20	Dan II 10 Dan III Karlstad 20 <i>Average 24</i>
• Rear	93 70	Dan II 17.5 Dan III <i>none, merged area</i>
• Total Landscaping	23,757	58,993
• Frontage Width (ft.)	Fair Oaks 15'	Tasman 3 Karlstad 15 Fair Oaks 6
Stormwater		
Impervious Surface Area (s.f.)	134,625	102,208
Impervious Surface (%)	85%	64.8%

Existing Danbury Place and Combined Danbury Place

	<u>Original Danbury</u>	<u>Combined Danbury</u>	<u>REQUIRED/ PERMITTED</u>
General Plan	Industrial to Residential Medium to High Density	Same	
Zoning District	M-S/ITR/R3/PD	Same	---
Lot Size (s.f.)	8.77	12.28 <i>II=2.04; III=1.47</i>	8,000 min.
Gross Floor Area (s.f.)	352,303	520,507	No max.
Lot Coverage (%)	32%	34%	40 % max.
Floor Area Ratio (FAR)	92%	97%	No max.
No. of Units	168	Total 234 <i>II 36; III 30</i>	294 max.
Density (units/acre)	19.15	19.05	24 max.
Meets 75% min?	79.8%	79.3%	75 % min.
Bedrooms/Unit	Plan 1- 25.5% <i>2BD+bonus-43</i> Plan 2- 19.04% <i>3BD-32</i> Plan 3- 38.6% <i>3BD+bonus-65</i> Plan 4- 16.6% <i>4BD-28</i>	Plan 1- 18.8% <i>2BD+bonus-12</i> Plan 2- 18.8% <i>3BD-12</i> Plan 3- 27.3% <i>3BD+bonus-18</i> Plan 4- 25.7% <i>4BD-17</i> Plan 5- 10.6% <i>4BD-7</i>	---
Unit Sizes (s.f.) excluding 2-car garage (garages 400-455 s.f.)	Plan 1-1,480 Plan 2-1,575 Plan 3-1,632 Plan 4-1,759	Plan 1-1,480 Plan 2-1,575 Plan 3-1,632 Plan 4-1,705 Plan 5-2,103	N/A
No. of Buildings On-Site	34	46	---

	<u>Original Danbury</u>	<u>Combined Danbury</u>	<u>REQUIRED/ PERMITTED</u>
★ Distance Between Buildings	10' to 33'	Min. 12-26	23' min. second story
★ Building Height (ft.)	43' 8" from grade 48' from curb	43' 8" from grade 48' from curb	30' max.
★ No. of Stories	2.5 to 3	2.5 to 3	2 max.
Setbacks (facing prop.)			
★ • Front	Fair Oaks 23' to 30'	Dan. II Fair Oaks 12 <i>Average 20</i> 6 ft to elev. Walk Dan. III Tasman 14.5 <i>Average 19.5</i> 2 ft to elev. walk	15 min. Avg. 20
★ • Left Side	18.5'	Bicycle Path 7.5 to entry 2 ft to elev. Patio Dan III (east) 5	6' min.
★ • Right Side	Tasman 18.5' to 30'	Dan II 10 Dan III Karlstad 20 <i>Average 24</i>	9' min. Karlstad 15, 20 avg.
★ • Rear	Karlstad 24' to 30'	Dan II 17.5 Dan III <i>none, merged area</i>	20' min.
Landscaping (sq. ft.)			
• Total Landscaping	146,735	205,728	106,983 min.
• Total Usable Open Space (sq. ft.)	76,486	129,362	93,600 min.
• Landscaping / Unit	873	879	425 min.
• Usable Open Space/Unit	455	552	400 min.
★ • Frontage Width (ft.)	Fair Oaks 15'	Tasman 3 Karlstad 15 Fair Oaks 6	15 ft. min.
• Landscaper Buffer (ft.)	10.5'	None	10 ft. min.

	<u>Original Danbury</u>	<u>Combined Danbury</u>	<u>REQUIRED/ PERMITTED</u>
Parking			
• Total No. of Spaces	420	592	589 min.
• No. of Standards	52 open	83	52 min.
• No. of Compacts / % of total	28 open	35	41 max.
• No. of Accessible	4	6	4 min.
• No. of Covered Spaces	336	468	336 min.
• Driveway Aisle Width (ft.)	24'	24'	24' min.
• Bicycle Parking	Storage within garage	Storage within garage, additional racks at clubhouse TBD	1/15 unit min. Class 1

★ Starred items indicate deviations from Sunnyvale Municipal Code requirements.

ANALYSIS

Description of Proposed Project

Danbury Place Phase II and Danbury Phase III are considered related proposals for the expansion of Danbury Place, upon development they will be part of the original Danbury Place Homeowners Association. The overall development figures for the Danbury Place were utilized in evaluating the project for zoning conformance. Danbury II is situated at the southern most and eastern corner of the original Danbury Place and consists of 36 units. Danbury III completes the development at the northwest corner of Danbury Place with an additional 30 units. The Danbury II phase will have pedestrian connectivity with the original development and also include the new clubhouse that is accessible to all residents of Danbury Place. Danbury III shares both vehicular access and pedestrian connectivity with the abutting original Danbury Place. The combined development there will result in a total of 234 units with a clubhouse at the south end of the development and a pool at the north end of the site.

Background

Previous Actions on the Site: The original 168 unit Danbury Place (2003-0117) was approved in April of 2003 and was the initial ITR townhome development project for the ITR Area 7. Although the original Danbury Place predated the adoption of the Tasman Fair Oaks Area Pedestrian and Bicycle Circulation Plan, enhanced streetscape and sidewalks were included in the design. The original Danbury Place is nearing completion of its construction with approximately 85% of the units built and occupied.

Environmental Review

A Mitigated Negative Declaration has been prepared in compliance with the California Environmental Quality Act provisions and City Guidelines. An initial study has determined that the proposed project with mitigation would not create any significant environmental impacts (see Attachment C, Initial Study). The required mitigation addresses potential noise impacts generated from road noise. The mitigation includes mechanical ventilation requirements and a variety of Sound Transmission Class (STC) rated windows for different areas of the project.

Special Development Permit**Detailed Description of Use:**

The proposed development utilizes the same floor plan as the original Danbury Place with one exception that an additional floor plan is provided to meet new SB 1025 accessible unit requirements. The new floor plan is labeled Plan 5 and they are distributed through both phases. The proposed development's mix of units is a majority of four bedroom units. Plan 1 includes two bedrooms and a bonus room, Plan 2 has three bedrooms, Plan 3 has three bedrooms and a bonus room, and Plan 4 and Plan 5 have four bedrooms. The project is required to provide eight below market rate units to the city. For the purpose of parking, the bonus room configuration was counted as an additional bedroom thereby increasing the overall parking requirement by two spaces.

Site Layout:

Danbury II is accessed via Kiel Court and includes an emergency vehicle exit onto Fair Oaks Avenue. The units are organized around pedestrian walkways and the Fair Oaks units utilize a private parallel walkway to the public sidewalk to access those units. For Phase 2 the distance between buildings along the paseo is 13.5 feet between patio walls and a minimum of 25 feet between entry walls. In regards to the deviation for distance between buildings, the deviation exists for area between the end sides of main buildings

where connecting walkways are planned. The deviation does not apply to the paseo areas of the plan.

Along the south boundary of the site the Applicant is dedicating 12 feet of land for the purpose of completing the east/west pedestrian and bicycle path designated for the neighborhood. Upon development of the site, east/west pedestrian access from Morse Avenue to Fair Oaks Avenue will be possible. Units are also designed to front upon the public path and provide access to the units. Staff has included a condition to potentially reduce the dedication by two feet and require the abutting property to complete to the two-foot shoulder to the paths.

Danbury II ties into the original Danbury at the northwest corner of the site with a walkway. This walkway provides the route to connect the two phases and provide access to the new clubhouse and to the original pool. To accommodate accessibility requirements, retrofits of existing paths in the original Danbury Place may be required to provide access to the pool and clubhouse.

Danbury II also includes a 14 guest parking spaces along the north boundary line of the site. This provides good access to the clubhouse and provides a buffer from the existing industrial use. In addition to the 1,200 square foot clubhouse a 2,000 square foot open space area is included in the design. Staff has recommended to the applicant that the final landscape design of the space take active use of the space into account for the design. The clubhouse may also be reoriented or made smaller to augment this open space.

Danbury III is accessed via existing driveway connections to Danbury Place. The most direct route is from the Karlstad entrance south of Danbury III. A resident may also enter from Tasman and circulate around and through the development to reach Danbury III. Pedestrian walkways extend from the site to the public sidewalk and the internal walkways connect to the east to provide access to the existing pool. The units are again organized around common walkways and the Tasman units utilize a private parallel walkway identical to the original Danbury Place. The paseo design within Phase III provides a minimum of 17 feet from patio wall to patio wall and 26 feet from entry wall to entry wall. The average separation is approximately 30 feet.

Stormwater Management: Each of the new phases of Danbury Place are required to implement a post construction stormwater management plan. Due to soil composition the primary treatment mechanisms are in-ground mechanical devices and minor amounts of landscape infiltration.

Easements and Undergrounding: All existing and proposed utility services are required to be underground per the Zoning Code. A sidewalk easement for the meandering sidewalk along Karlstad is proposed by the applicant for Danbury III. The meandering sidewalk is a continuation of the existing pattern to the

south along Karlstad; however, the pattern is not necessary to protect trees on the Danbury III site as it was for the original Danbury Place. The Transportation Division has advised that a standard 10-foot sidewalk placed at the street may be more appropriate along this frontage if protecting existing trees is unnecessary. Staff has not included a specific condition or recommendation for the design at this time.

A dedication of right-of-way for the Fair Oaks sidewalk and the pedestrian bicycle path are required for Danbury II. The pedestrian path requires 12 feet for complete improvements and staff recommends that at a minimum 10 feet of the path be provided along the south property line adjacent to the non-redeveloped parcel (east) and the complete 12 feet along the redeveloped parcel (west). At such a time that the east parcel redevelops a minimum of a two-foot dedication will be required to complete the landscape and shoulder design of the path.

Staff is also recommending that an easement be required of Danbury II to address future circulation needs of the parcel north of the site. Staff recommends that at a minimum an emergency vehicle easement and access be granted to the property to the north at the time of its redevelopment. A condition of granting the easement would be that any displaced parking in Danbury II would need to be replaced on the north property and be available to guests of Danbury II. In addition the north property would grant an easement to the benefit of Danbury II residents to allow for future circulation through the north parcel to connect to Fair Oaks Avenue as a second point of ingress and egress.

The following Guidelines were considered in analysis of the project site design.

Design Policy or Guideline (Site Layout)	Comments
<u>Citywide Design Guidelines</u> <i>Site Design B1. Locate site components such as structures, parking, driveways, walkways, landscaping and open spaces to maximize visual appeal and functional efficiency.</i>	The applicant has dispersed guest parking throughout all phases of the development. Existing driveways provide access to Phase III, staff has included a condition requiring connection of internal driveways to ease circulation. Phase III has access from Kiel Ct. and emergency access onto Fair Oaks. The Karlstad streetscape will include changes to the intersection as well as continue the pattern of a meandering sidewalk. The Kiel Ct. entrance includes appropriate landscape features and all frontages will include street improvements.

Design Policy or Guideline (Site Layout)	Comments
<u>Fair Oaks/Tasman Plan Guidelines</u> <i>BD2 Try to maintain a well-defined street edge. BD 4 Provide direct entrances to street-level residential units to support an intimate streetscape.</i>	Walk up townhome entries are provided along Karlstad. Tasman and Fair Oaks frontages have parallel private sidewalks to address grade changes of the site. Fair Oaks is a vehicular corridor that does not create a quality pedestrian environment supporting direct entrances. Tasman development pattern does not consist of direct entrances either.
<u>Fair Oaks/Tasman Plan Guidelines</u> <i>SL 1 Private streets and driveways within development shall be designed for pedestrian use with sidewalks on a least one side.</i>	A portion of the internal private streets have adjacent sidewalks, the majority do not. The applicant has provided separated walkways connecting the front doors of units to the public street in most cases. The original Danbury Place will require retrofit of some walkways to provide an accessible route between common facilities. Sidewalk connection from Phase II to Kiet Ct. is a condition of approval.

Architecture:

Danbury III proposes identical architecture to the original Danbury Place. Staff agrees that completing the northwest corner with identical buildings is appropriate. For the Danbury II phase, staff recommended a departure from the original architecture to provide interest and diversity along Fair Oaks Avenue. The applicant has complied with the recommendation and provided a completely different style of architecture that focuses on individual entryways, roof variability, and units colors to provide character for each unit rather than a uniform building design. Each of the units in both designs include a front patio area with a three-foot wall enclosing the patio. The overall height of the Danbury II and III units will be as high as 48 feet due to the grading of the site up out of the flood zone. This height is the same as the original Danbury Place. Staff has included a condition of approval requiring final selection of materials to be reviewed by the Director of Community Development to ensure appropriate colors, textures, and materials compliment the exterior building materials and finishes. Spray on foam architectural treatments will be restricted in use due to its limited durability and lack of design character.

The following Guidelines were considered in the analysis of the project architecture.

"Name of Guidelines"	Comments
<u>Citywide Design Guidelines</u> <i>Bldg. Design B1. Break up large buildings into groups of smaller segments whenever possible to appear smaller in mass and bulk.</i>	The development includes breaks between buildings to provide walkway access. Side building façades are offset from front façade providing differentiation of building plane.
<i>Bldg. Design C1.2.2 Encourage development of diversified building forms and intensities.</i>	Phase III is identical to Danbury Place in an effort to complete the design concept. Phase II provides differentiated architecture that utilizes different colors, materials, roof types, and a focus on individual doorways for character. However, the roof height and unit sizes are nearly identical.
<i>Bldg. Design C3. Develop a comprehensive architectural theme for multi-building complexes. Unify various site components through use of similar design, material and color.</i>	Each multi-unit building utilizes compatible materials and finishes. Each unit includes identifying characteristics to promote the individuality of the ownership units.
<i>Materials and Colors F4. Choose high quality materials and paint to prevent degradation and for ease of maintenance.</i>	The project includes a number of accent features including, stucco finishes and brick veneers, window trim, and shutters. Staff has included a condition to restrict use of spray on foam in preference to wood and other traditional building materials that provide interest.
<i>Materials and Colors F5. Use wrought iron, cast iron, or high quality wood for decorative features and trims.</i>	

Landscaping:

Tree Preservation: The Danbury II phase has a total of 41 trees around the site and 16 trees are considered protected. Protected trees are those that measure 38 inches or greater in circumference when measured at four feet from the ground. The plans for this project include preserving of half (8) of the protected trees and potentially an additional eight non-protected trees. These trees are primarily located along Fair Oaks Avenue and the west property line. Staff will work with the applicant to maintain existing trees along the north property line that are mature and appropriate species as well.

The Danbury III phase has a total of 16 trees around the site with five protected trees. The protected trees are the adjacent to the trees along Tasman Drive. The current plan saves two non-protected trees along Karlstad. Staff is including a condition to revisit the design configuration for Tasman Drive and the retaining wall parallel sidewalk. Staff believes at a minimum trees #4 and 5 near Karlstad can be retained with modifications to the plan. Modification to the sidewalk specification narrowing the width down from 10 feet may also be

required to accommodate the trees. Staff also recommends that applicant review opportunities to internally shift the distance between buildings by one foot per building to allow for an additional four feet of setback along Tasman. The additional space should allow for retention of the existing trees #1,2, and 3. This may be accomplished by shifting the building footprint. The applicant slightly exceeds the minimum backup drive aisle requirement and one-foot could be reduced from each building without creating a deviation to drive aisle back up space. Staff will review grading and structural difficulties with the applicant to determine final feasibility for preservation of the trees along Tasman.

Open Space: The complete development of Danbury Place exceeds the minimum landscaping requirement as well as the usable open space requirement. The majority of the usable space is located between buildings as part of the paseo corridors in combination with the private patios for each unit. The applicant has included a clubhouse building of approximately 1,200 square feet for the complete Danbury Place development. This building is not included in the open space calculation. A 2,000 square foot open space is provide in Phase II near the clubhouse.

Staff's concern with the landscaping layout centers on the distance between buildings and the functionality of usable open space. To address this concern Staff has included a condition that the 2,000 square foot open space area near the clubhouse be designed as a flat usable open space rather than as a decorative landscape space or mounded feature. Reposition and sizing of the clubhouse will also be reviewed with along with the landscape area.

The following Guidelines were considered in analysis of the project landscaping.

"Name of Guidelines"	Comments
<u>Citywide Design Guidelines</u> <i>Landscaping A4 Properly landscape all areas not covered by structures, driveways and parking.</i>	The site significantly exceeds minimum landscape standards. Tree shading is required of the parking lot areas.
<i>A2 Preserve and incorporate existing natural features, particularly trees, on a site into the landscape design of projects.</i>	Phase II is able to keep half of the protected trees, located along the perimeter of the site. All other trees are in the path of development. For Phase III staff recommends reviewing alternatives to keep trees #4&5 along Tasman as well as to review opportunities for shifting the building footprint for trees #1,2,3.
<i>Site Design B1. Locate site components such as structures, parking, driveways, walkways, landscaping and open spaces to maximize visual appeal and functional efficiency.</i>	The project includes new street trees and landscaped areas along the perimeter of the site. The internal paseos will be landscape similar to the existing development and will be complementary to the design. Staff is continuing to work with the applicant to maximize the functional usage of the open space near the clubhouse.

Parking/Circulation: The project slightly exceeds the overall parking requirement for the development including the two new phases. Staff has recommended removing one space (#16) from Phase III to allow for an appropriate maneuvering area for the spaces opposite of #16. Due to the condition requiring a connection from Danbury III to the east one additional spot may be also be lost taking. The final total parking becomes 590 spaces from the 592 proposed. A total of 589 spaces is required for the new development combined with the original development.

The majority of the new guest parking spaces are included near the clubhouse in Phase II. Phase III provides guest parking along the main drive aisle into the phase. The original Danbury includes three main nodes of guest parking, near the pool, along boundaries of the site, and at the southeast corner of the site near Fair Oaks.

Danbury II includes vehicular access from Kiel Court only, and emergency vehicle egress onto Fair Oaks. Fair Oaks access has been restricted along Danbury frontage in consideration of the arterial nature of Fair Oaks. Staff has included a condition requiring a mutually beneficial easement be provided for circulation between this site and the northern abutting property. This may allow for future ingress and egress from Fair Oaks Avenue.

Danbury III does not have direct vehicle access to a public street. Access is provided via existing driveways along Karlstad and Tasman. Due to the circuitous route for access from Tasman Drive, Staff is recommending the applicant connect one of the two proposed driveways to the existing Danbury Place. Potentially one parking space would be lost to allow for the connection to the east. The applicant is reluctant to provide this access primarily due to concerns about the reaction from current residents of Danbury Place.

The following Guidelines were considered in analysis of the project parking and circulation.

"Name of Guidelines"	Comments
<u>Fair Oaks/Tasman Plan Guidelines</u> <i>SL 3 Discourage the creation of isolated/walled complexes</i>	The design provides connectivity throughout Danbury Place has access points to the public sidewalks and pedestrian path. Staff has recommended that a future access easement be required of Phase II for the property to the north.

Compliance with Development Standards/Guidelines: The application includes a number of deviations in regards to building setbacks as wells as height. The design is similar to that of the previously approved project and will be a congruent development pattern despite the deviations. The justifications for the deviations are primarily related to the creation of ownership housing, pedestrian design considerations, and an attempt to

maximize the number of townhomes on the sites while providing for common significant landscaped areas. A potential two-foot encroachment into the vision triangle is also proposed with the application at the intersection of Karlstad and Tamsan. Due to proposed narrowing of Karlstad which effectively widens the triangle at the curb line staff supports the proposed deviation. To address the upcoming clubhouse ordinance which does not apply to the application, the applicant has included a clubhouse that exceeds the upcoming ordinance requirement.

Fair Oaks Tasman Area Pedestrian and Bicycle Circulation Plan: The applicant is in compliance with the Tasman Fair Oaks Pedestrian and Bicycle Guidelines for development pattern and improvements. The sites are identified as required to contribute to intersection enhancements, "sense of place" improvements, and the pedestrian bicycle path. Due to the path dedication and Karlstad intersection improvements no additional "sense of place" improvements are required of the current project for either Tasman Drive or Fair Oaks Avenue. The remaining Tasman property and Fair Oaks properties will implement "sense of place" improvements at the time they redevelop.

TDM for Residential Development: The applicant is also required to provide transit info kiosks on the site due to their proximity to the light rail station. Staff is recommending at a minimum placement of two kiosks within Danbury Place. One display at each major common facility.

Expected Impact on the Surroundings: The area surrounding this site is designated as ITR (Industrial to Residential) with a mobile home park to the east across Fair Oaks Avenue. As an area transitioning to residential the current interim development pattern is disjointed throughout the area due to parcelization and individual property owner's discretion on pursuing residential development or maintaining an industrial use. This pattern creates potential conflicts for ongoing industrial uses with new residents. In this case there is an existing industrial building with frontage along Fair Oaks that will be surrounded on three sides with residential development. The applicant is pursuing acquisition of the parcel with the intent of incorporating it into Danbury Place. There is no guarantee the applicant will succeed at this time. A deed declaration within the CC&R disclosing abutting industrial uses is included as a condition of approval.

The impacts to the project residents are the potential for more vehicle traffic or truck traffic, potential noise, and other impacts from business operations as compared to a homogenous residential neighborhood. Through the Initial Study for CEQA review of this project and the Futures EIR of the early 1990s, no hazardous material problems were identified on the subject site or in relation to the adjacent industrial operations. This transition is consistent with the intent of the Futures study and specifically the existing ITR zoning.

An additional impact on the surrounding neighborhood relates to availability of recreational facilities. A site 1/4 mile to the southwest of the subject sites is owned by the City and planned to be a future 5-acre park. However, the park is currently listed as an unfunded capital project and does not have a targeted improvement date. Including the proposed project, existing residents, and projects under construction in the area, the need for the park is increasing and City shall monitor the situation for appropriate action in the future to provide needed park services for the neighborhood planning area. At this time the neighborhood residents have access to the John W. Christian Greenway and Orchard Gardens Park, with connecting access to Lakewood Park to the east of the area. The proposed project is subject to park in lieu fees to support the development or acquisition of additional park facilities.

Tentative Map

Description of Tentative Map: The applicant's lotting pattern consists of larger lots for the main buildings for the purpose of creating condominium ownership of the townhomes. A total of 13 building lots are to be created with the remainder of lots as common area. The project is required to provide street frontage improvements, including sidewalks, luminaries and street trees in conformance with the Tasman and Fair Oaks Pedestrian and Bicycle Plan. This also includes enhanced crossings for the Karlstad/Tasman intersection and the improvements for the dedicated bicycle and pedestrian path.

Fiscal Impact

The project will contribute park in lieu fees to the City in the amount of \$7,350.75 per unit for a total of \$485,149.50. This fee will be collected prior to the time of final map approval. The project will have a slight net increase in traffic per the Transportation Strategic Program and will have an estimated fee of \$2,138.84 for 66 units. Payment of traffic fees is due prior to issuance of building permits for construction of individual units.

No fiscal impacts other than normal fees and taxes are expected.

Public Contact

Planning Commission Study Session: A study session was held on October 10, 2005 to become acquainted with the application for two additional phases to Danbury Place. The Planning Commission focused most of the comments on the integration of the geographically separated phases, access to Phase III, internal circulation, and architecture/height. The applicant has not provided design alternatives for circulation at this time. In regards to Planning Commission comments on access and circulation, Staff has included a condition requiring an additional internal driveway connection for Phase III and potential future easement for Phase II.

Notice of Negative Declaration and Public Hearing	Staff Report	Agenda
<ul style="list-style-type: none">• Published in the <i>Sun</i> newspaper• Posted on the site• 286 notices mailed to the property owners and residents within 300 ft. of the project site	<ul style="list-style-type: none">• Posted on the City of Sunnyvale's Website• Provided at the Reference Section of the City of Sunnyvale's Public Library	<ul style="list-style-type: none">• Posted on the City's official notice bulletin board• City of Sunnyvale's Website• Recorded for SunDial

Conclusion

Findings and General Plan Goals: Staff was able to make the required Findings based on the justifications for the Permit . Findings and General Plan Goals are located in Attachment A.

Conditions of Approval: Conditions of Approval are located in Attachment B.

Alternatives

1. Adopt the Mitigated Negative Declaration and approve the Special Development Permit and Tentative Map with attached conditions.
2. Adopt the Mitigated Negative Declaration and approve the Special Development Permit and Tentative Map with modified conditions.
3. Adopt the Mitigated Negative Declaration and deny the Special Development Permit and Tentative Map.
4. Do not adopt the Mitigated Negative Declaration and direct staff as to where additional environmental analysis is required.

Recommendation

Recommend Alternative 1

Prepared by:

Kelly Diekmann
Project Planner

Reviewed by:

Gerri Caruso
Principal Planner

Reviewed by:

Trudi Ryan
Planning Officer

Attachments:

- A. Recommended Findings
- B. Recommended Conditions of Approval
- C. Mitigated Negative Declaration
- D. Site and Architectural Plans Danbury II
- E. Site and Architectural Plans Danbury III

Recommended Findings - Special Development Permit

1. The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale as the proposed project provides 66 additional housing units including 8 BMR units and eases the City's jobs/housing imbalance with the additional housing and replacement of employment producing land uses. The design is appropriate for providing compatible transition of use and a high quality living environment for its future residents. The project site is part of the Futures 7 Industrial to Residential conversion area which intends for the proposed type of residential use.

Land Use and Transportation Element

Action Statement N1.4.2 Site higher density residential development in areas to provide transitions between dissimilar neighborhoods and where impacts on adjacent land uses and transportation system are minimal.

Action Statement R.1.7.2 Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage.

Policy C2.2 Encourage the development of ownership housing to maintain a majority of housing in the City for ownership choice.

Housing and Community Revitalization Sub-Element

Policy C.1 Continue efforts to balance the need for additional housing with other community values, such as preserving the character of established neighborhoods, high quality design, and promoting a sense of identity in each neighborhood.

Goal D Maintain diversity in tenure, type, size and location of housing to permit a range of individual choices for all current residents and those expected to become city residents.

2. The proposed use ensures that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair either the orderly development of, or the existing uses being made of, adjacent properties.

The proposed project will complement existing residential development of Danbury Place and the new development along Kiel Court. Staff has also included conditions addressing redevelopment potential of the property north of Phase II site to assist in its redevelopment. A condition of approval address deed declarations to provide awareness of the areas transition from industrial to residential. The design of the project addresses compatibility and screening of the abutting industrial uses during the interim prior to their redevelopment to housing.

Recommended Findings - Tentative Map

In order to approve the Tentative Map, the proposed subdivision must be consistent with the general plan. Staff finds that the Tentative Map is in conformance with the General Plan. However, if any of the following findings can be made, the Tentative Map shall be denied. Staff was not able to make any of the following findings and recommends approval of the Tentative Map.

1. That the subdivision is not consistent with the General Plan.
2. That the design or improvement of the proposed subdivision is not consistent with the General Plan.
3. That the site is not physically suitable for the proposed type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.
8. That the map fails to meet or perform one or more requirements or conditions imposed by the "Subdivision Map Act" or by the Municipal Code

Recommended Conditions of Approval - Special Development Permit

In addition to complying with all applicable City, County, State and Federal Statutes, Codes, Ordinances, Resolutions and Regulations, Permittee expressly accepts and agrees to comply with the following conditions of approval of this Permit:

Unless otherwise noted, all conditions shall be subject to the review of approval of the Director of Community Development.

1. GENERAL CONDITIONS

- A. Execute a Special Development Permit document prior to issuance of the building permit.
- B. The Special Development Permit shall be null and void two years from the date of approval by the final review authority at a public hearing if the approval is not exercised, unless a written request for an extension is approved prior to the expiration date.
- C. Reproduce the conditions of approval on the plans submitted for building permits.
- D. This Special Development Permit is valid only in accordance with the approved plans. Any major use, site or architectural modifications shall be treated as an amendment to the original approval, and shall be subject to approval at a public hearing before the Planning Commission. Minor modifications shall be approved by the Director of Community Development.
- E. Specific deviations allowed with this Special Development Permit are as follows:
 - a. Minimum lot size of for condominium purposes.
 - b. Parcels without public street frontage
 - c. Maximum height of 3 stories and 48 feet as measured from top of curb.
 - d. Minimum Front Yard Setback of 12 feet along Fair Oaks and Tasman of 14.5 feet.
 - e. Minimum distance between buildings of 12 feet.
 - f. Frontage width of 2 feet along Tasman Drive, 6 feet along Fair Oaks.
 - g. Rear yard setback deviation of 17.5 feet and side yard setback of 5 feet.
- F. An Impervious Surface Calculation worksheet is required to be completed and submitted for the California Regional Water Quality Control Board prior to issuance of a Building Permit.
- G. A third party certified stormwater plan shall be submitted at the time of submittal for building permits. The plan is subject to approval by the

Director of Community Development. The building permit improvement, landscape, and grading plans shall include a statement of no conflict from the certified stormwater engineer in accordance with an approved stormwater management plan.

2. ENVIRONMENTAL MITIGATION MEASURES

- A. In addition to complying with applicable City Codes, Ordinances, and Resolutions, the following mitigation measures are incorporated into the project to minimize the identified potential environmental impacts:

MITIGATION MEASURE #1: Mechanical ventilation systems are required for all units in the project to allow for each unit to be able to achieve the 45 db minimum interior noise level with closed windows. The ventilation system details and location are to be included on plans submitted for building permit issuance.

MITIGATION MEASURE #2: Include STC rated windows as indicated in the mitigated negative declaration. The window types shall be noted on the building permit plans for window schedules and on a site plan sheet showing areas requiring rated windows.

3. BMR (BELOW MARKET RATE UNITS)

- A. Comply with Below Market Rate Housing (BMR) requirements as noted in SMC 19.66.
- B. The project will provide 12.5% (8) Below Market Rate ownership dwelling units in compliance with SMC 19.66.
- C. The developer shall submit a site plan to the Housing Officer for review. The plan will include a description of the number, type, size and location of each unit on the site. The Housing Officer will then determine the specific units to be obligated as Below Market Rate (BMR) unit(s). (BMR Administrative Guidelines)
- D. Prior to issuance of a building permit, the developer shall execute a Development Agreement with the City to establish the units. The sale price of the BMR units is established at the time of the execution of the Development Agreement. (BMR Administrative Guidelines)
- E. All BMR dwelling units shall be constructed concurrently with non-BMR units, and shall be dispersed throughout the property and shall reflect the range in numbers of bedrooms provided in the total project and shall not be distinguished by exterior design, construction or materials. (SMC 19.66.020(c))
- F. Sixty days (60) days prior to the estimated occupancy date, the developer shall notify the Housing Division of the BMR units to be available. (BMR Administrative Guidelines)

- G. BMR Ownership Program - Developer and Buyer to execute "Addendum to Purchase Offer" prior to Occupancy Permit and provide copy to City. (BMR Administrative Guidelines)
- H. Ownership Units - Prior to Close of Escrow, a Deed of Trust between the City and the Buyer of the BMR unit shall be recorded to establish resale and occupancy restrictions for a 30-year period.
- I. The original sale price of BMR dwelling units shall comply with sales prices established by the City, which is revised annually. (SMC 19.66.040 (c))
- J. Below Market Rate dwelling units shall be offered for sale only to persons qualified under the terms described in SMC 19.66.040 and 19.66.050 and described more fully in the Administrative Guidelines. (BMR Rental Units / BMR Ownership Program)
- K. Resale of BMR dwelling units shall comply with procedures set forth in SMC 19.66.060.
- L. In the event of any material breach of the Below Market Rate Program requirements and conditions, the City may institute appropriate legal actions or proceedings necessary to ensure compliance. (SMC 19.66.140)
- M. In the event that any of the Below Market Rate dwelling units or a portion thereof is destroyed by fire or other cause, all insurance proceeds therefrom shall be used to rebuild such units. Grantee hereby covenants to cause the City of Sunnyvale to be named additional insured party to all fire and casualty insurance policies pertaining to said assisted units. (BMR Administrative Guidelines)

4. CC&R's (CONDITIONS, COVENANTS AND RESTRICTIONS)

- A. Any proposed deeds, covenants, restrictions and by-laws relating to the subdivision are subject to review and approval by the Director of Community Development and the City Attorney.
- B. Prior to approval of the final map the applicant shall prepare a deed declaration disclosing potential impacts from the adjoining industrial uses. The statement shall identify the uses are permitted to operate in perpetuity and associated impacts may include noise, truck traffic, night lighting, etc. The deed restriction language shall be submitted to the Director of Community Development and City Attorney for review and approval.
- C. The developer/Owner shall create a Homeowner's Association that comports with the state law requirements for Common Interest Developments. Covenants, conditions and restrictions (CC&Rs) relating to the development are subject to approval by the City Attorney and Director of Community Development prior to approval of the Final Map.

In addition to requirements as may be specified elsewhere, the CC&R's shall include the following provisions:

- D. Membership in and support of an association controlling and maintaining all common facilities shall be mandatory for all property owners within the development.
- E. The homeowners association shall obtain approval from the Director of Community Development prior to any modification of the CC&R's pertaining to or specifying the City.
- F. The developer shall maintain all utilities and landscaping for a period of three years following installation of such improvements or until the improvements are transferred to a homeowners association, following sale of at least 75% of the units in each individual phase, whichever comes first.
- G. The Conditions of Approval of this permit 2005-0643&645 Permit shall be included in the CC&Rs.
- H. The CC&Rs shall contain the following language:
 - 1. "Right to Remedy Failure to Maintain Common Area. In the event that there is a failure to maintain the Common Area so that owners, lessees, and their guests suffer, or will suffer, substantial diminution in the enjoyment, use, or property value of their Project, thereby impairing the health, safety and welfare of the residents in the Project, the City, by and through its duly authorized officers and employees, will have the right to enter upon the subject Property, and to commence and complete such work as is necessary to maintain said Common Area. The City will enter and repair only if, after giving the Association and Owners written notice of the failure to maintain the Common Area, they do not commence correction of such conditions in no more than thirty (30) days from the giving of the notice and proceed diligently to completion. All expenses incurred by the City shall be paid within thirty (30) days of written demand. Upon a failure to pay within said thirty (30) days, the City will have the right to impose a lien for the proportionate share of such costs against each Lot in the Project.
 - 2. It is understood that by the provisions hereof, the City is not required to take any affirmative action, and any action undertaken by the City will be that which, in its sole discretion, it deems reasonable to protect the public health, safety and general welfare, and to enforce it and the regulations and ordinances and other laws.
 - 3. It is understood that action or inaction by the City, under the provisions hereof, will not constitute a waiver or relinquishment of any of its rights to seek redress for the violation of any of the provisions of these restrictions or any of the rules, regulations and ordinances of the City, or

of other laws by way of a suit in law or equity in a court of competent jurisdiction or by other action.

4. It is further understood that the remedies available to the City by the provision of this section or by reason of any other provisions of law will be cumulative and not exclusive of the maintenance of any other remedy. In this connection, it is understood and agreed that the failure to maintain the Common Area will be deemed to be a public nuisance and the City will have the right to abate said condition, assess the costs thereof, and cause the collection of said assessments to be made on the tax roll in the manner provided by appropriate provisions of the Sunnyvale Municipal Code or any other applicable law.
5. No Waiver. No failure of the City of Sunnyvale to enforce any of the covenants or restrictions contained herein will in any event render them ineffective.
6. Third-Party Beneficiary. The rights of the City of Sunnyvale pursuant to this Article will be the rights of an intended third party beneficiary of a contract, as provided in Section 1559 of the California Civil Code, except that there will be no right of Declarant, the Association, or any Owner(s) to rescind the contract involved so as to defeat such rights of the City of Sunnyvale.
7. Hold Harmless. Declarant, Owners, and each successor in interest of Declarant and said Owners, hereby agree to save, defend and hold the City of Sunnyvale harmless from any and all liability for inverse condemnation which may result from, or be based upon, City's approval of the Development of the subject Property."
8. Homeowners are prohibited from modifying drainage facilities and/or flow patterns without first obtaining permission from the City.
 - I. There shall be provisions for post construction Best Management Practices in the CC&R's in regards to the final stormwater management plan and ongoing maintenance and reporting requirements.
 - J. The Homeowners Association shall be required to maintain and keep up to date transit information and rideshare information for display in an on site kiosk. The display shall include current VTA transit map, Caltrain station map, contact info websites and phone # for Caltrain, VTA, www.511.org, etc. A waiver of this condition can be requested by the applicant or homeowners association if "sense of place" improvements are provided adjacent to the site in accordance with the Fair Oaks/Tasman Plan.

5. Community Building

- A. Prior to the issuance of a building permit for either Phase II or Phase III, the final exterior elevation and floor plan for the community building shall be submitted for review and is subject to approval of the Director of

Community Development. The final plan shall include at a minimum separate accessible restrooms, open meeting area, electrical outlets, storage closet, and a kitchenette with counters, cabinets, and a sink.

- B. If Phase II is constructed prior to or in conjunction with Phase III, the Community Building shall receive occupancy and final inspection prior to occupancy and final inspection of the final Unit in Phase II.
- C. Phase III shall not be issued permits for construction prior to Phase II without first having a deed restriction recorded in a form acceptable to the City Attorney that allows for and requires the development of the Phase II site to be incorporated into the Danbury Place HOA and includes the construction of the required clubhouse.

6. DESIGN/EXTERIOR COLORS AND MATERIALS

- A. The plans shall be revised to be consistent with the Design Guidelines and development standards to provide the following:
 - 1. The site plan shall indicate the location of mailboxes and transportation information display/kiosk. Kiosk display are to be included at each of the major common area improvement or at an equivalent high level of activity area. Provide detail on display design.
 - 2. Phase II end units facing a public street shall include additional treatments of color and materials to increase interest. At a minimum treatments shall be included below the upper gables of the façade.
 - 3. The caps to the stairwells and patio walls shall be of solid construction material and include a smooth finish in contrast to the surrounding stucco finishes. Wrought iron is also acceptable as a patio wall finish.
 - 4. Foam trim shall be restricted in use to accent elements not traditionally used as wood or other finishes. Any foam base approved for use shall be of high density for durability. The final finish of any approved foam-based elements shall provide for a high level of craftsmanship in edging and detailing along with contrasting texture to identify a change of materials from the stucco wall finish.
 - 5. Provide an additional driveway east/west connection from Phase III to the original Danbury Place.
 - 6. Shift the building footprint for each building of Phase III by one foot to set back the retaining wall along Tasman Drive by a minimum of four additional feet to accommodate the existing mature trees. Feasibility of the final design shall be determined by the Director of Community Development.
- B. Roof material shall be 50-year warranty dimensional composition shingle or flat textured tile.

- C. Provide a landscaped emergency vehicle egress to Fair Oaks Avenue that meets the design standards of the Fire Marshall.
- D. Parking Space #16 of Phase III shall not be designated as a parking space, the space shall remaining as maneuvering area for the parking spaces opposite this space. The space shall be designated no parking on the building permit plan and on the finished area.
- E. Provide fire access roads with a minimum width of 20 feet and a minimum inside turning radius of 30 feet. (MC 15.52.190)

7. EXTERIOR EQUIPMENT

- A. Individual air conditioning units shall be screened with architectural or landscaping features.

8. FEES

- A. Pay traffic impact fee in place at time of issuance of building permits, estimated at \$ 2,083.1 for 66 units. Complete payment is required at the time of issuance of the first unit's building permits.

9. FENCES

- A. Design and location of any proposed fencing and/or walls are subject to the review and approval by the Director of Community Development.
- B. Any fences along the pedestrian and bicycle path shall be not to exceed three feet in height.
- C. The front yard fencing along the public right-of-ways shall have an open design accentuated by columns with appropriate spacing to distinguish the edge of the property but at the same time maintain a soft edge for pedestrians.
- D. Wherever there is a grade differential greater than 12 inches, a concrete or masonry retaining wall shall be installed. Such a wall shall not be designed to infringe on the root system of protected trees on adjoining properties. Post and pier perimeter boundary walls may be required to ensure the protection of existing trees on adjacent sites.

10. LANDSCAPING

- A. Landscape and irrigation plans shall be submitted to the Director of Community Development subject to approval by the Director of Community Development prior to issuance of a Building Permit.
- B. Landscaping and irrigation shall be installed prior to occupancy.
- C. Provide a detailed common open space amenity plan subject to the approval by the Director of Community Development for the open area and community building of Phase II.

- D. Revise the landscape plan to retain trees# 4 and 5 of Phase III. Final feasibility shall be determined by the Director of Community Development.
- E. Revise the tree protection plan to include trees greater than eight inches in diameter that are in good health along the Phase II north boundary.
- F. Provide a parking lot shading plan that complies with the 50% shading in 15 years for Phases II and III for guest parking areas.
- G. Include decorative paving at driveway entries for a minimum of 15 feet.
- H. Provide separate meter for domestic and irrigation water systems.
- I. All landscaping shall be installed in accordance with the approved landscape plan and shall thereafter be maintained in a neat, clean, and healthful condition.
- J. Trees shall be allowed to grow to the full genetic height and habit (trees shall not be topped). Trees shall be maintained using standard arboriculture practices.
- K. Of new trees installed, 10% shall be 24-inch box size or larger and no tree shall be less than 15-gallon size. This requirement is in addition to tree planting requirements for the removal of protected trees.
- L. Any “protected trees”, (as defined in SMC 19.94) approved for removal, shall be replaced with a specimen tree of at least 36-inch box size. The specimen trees are to be of a large species. The Karlstad frontage shall be the recipient of the majority of specimen replacement trees to provide continuity with existing mature trees to the south.
- M. Ground cover shall be planted so as to ensure full coverage eighteen months after installation.
- N. Landscaping and decorative walls shall be included around parking areas in an attempt to obscure their appearance from public streets.
- O. All areas not required for parking, driveways or structures shall be landscaped.

11. TREE PRESERVATION

- A. Prior to issuance of a Demolition Permit, a Grading Permit or a Building Permit, whichever occurs first, include the approved tree protection plan in the plan set.
- B. Trees on adjacent property that extend over the property line are to be included on the tree protection plan. Perimeter wall construction shall take protection of off site tree roots into design consideration.
- C. The tree protection plan shall be installed prior to issuance of any Building Permits, subject to the on-site inspection and approval by the City Arborist.

- D. The tree protection plan shall remain in place for the duration of construction.
- E. Overlay Civil plans including utility lines to ensure that the tree root system is not damaged.

12. LIGHTING

- A. Prior to issuance of a Building Permit submit an exterior lighting plan, including fixture and pole designs, for approval by the Director of Community Development. Driveway and parking area lights shall include the following:
 - 1. High pressure Sodium vapor or other illumination with an equivalent energy efficiency shall be included in the common areas.
 - 2. Pole heights to be uniform and compatible with the existing Danbury Place. Light standards shall be of a pedestrian scale and are not to Bollards may be utilized throughout the site for lighting.
 - 3. Provide photocells for on/off control of all security and area lights.
 - 4. All exterior security lights shall be equipped with vandal resistant covers.
 - 5. Lights shall have shields to prevent glare onto adjacent residential properties and to the internal townhomes
- B. Prior to issuance of a Building Permit submit a contour photometric plan for approval by the Director of Community Development. The plan shall meet the specifications noted in the Standard Development Requirements.

13. PARKING

- A. All uncovered spaces shall be reserved as guest parking spaces and shall be so designated prior to occupancy.
- B. No uncovered parking space shall be offered for rent by the property owners or homeowners association.
- C. Garage spaces shall be maintained at all times so as to allow parking of two automobiles.
- D. Specify compact parking spaces on the Building Permit plans. All such areas shall be clearly marked prior to occupancy, as approved by the Director of Community Development.
- E. Unenclosed storage of any vehicle intended for recreation purposes, including land conveyances, vessels and aircraft, but excluding attached camper bodies and motor homes not exceeding 18 feet in length, shall be prohibited on the premises.

14. BICYCLE PARKING

- A. Provide a minimum of 5 guest parking spaces of Class II per VTA Bicycle Technical Guidelines as approved by the Director of Community Development. Spaces shall be placed in each phase.

15. RECYCLING AND SOLID WASTE

- A. Submit a detailed recycling and solid waste disposal plan to the Director of Community Development for approval.
- B. All exterior recycling and solid waste shall be confined to approved receptacles and enclosures.
- C. The required solid waste and recycling enclosure shall match the design, materials and color of the main building and is subject to review and approval by the Director of Community Development.
- D. The enclosure shall be of masonry construction complimentary to the main building architecture. The design shall include decorative tops to shield view from upper floors of nearby housing units.

16. UNDERGROUND UTILITIES

- A. All existing and proposed utilities shall be undergrounded.

17. TENTATIVE MAP CONDITIONS

- A. Record a reciprocal access easement for vehicle ingress and egress between the subject site of Phase II (southern parcel) and the adjacent property to the north.
 - 1. Final language for the easement is subject to review and approval by the Director of Community Development and City Attorney.
 - 2. The improvement plans for the subject property shall accommodate designing the private street for future connections and allow within the easement description for the ability of the adjacent property developer to complete site improvement to finalize the linkage.
 - 3. The City of Sunnyvale will require the granting of a similar cross access easement and improvements for the adjacent parcel to the east at the time the property is proposed for residential development.
- B. Dedicate land along Tasman Drive and Fair Oaks Avenue to provide for sidewalks in compliance with the Tasman and Fair Oaks Area Pedestrian and Bicycle Circulation Plan.
- C. Dedicate a minimum of 10 feet along the south boundary of Phase II along easterly non-redeveloped parcels and 12 feet along the westerly redeveloped parcels for the pedestrian and bicycle path.
- D. Full development fees shall be paid for each project parcel or lot shown on Final Tract Map and the fees shall be calculated in accordance with City Resolutions current at the time of payment.

- E. Comply with all applicable code requirements as noted in the Standard Development Requirements.
- F. All existing utility lines and /or their appurtenances not serving the project and/or have conflicts with the project, shall be capped, abandoned, removed, relocated and/or disposed to the satisfaction of the City.
- G. Individual utility service metering shall be provided to each unit.
- H. Obtain necessary permits from the Department of Public Works for all off-site improvements including utility line extensions, utility connections, meter locations, driveways, sidewalks, etc.
- I. Pay Park In-lieu fees of \$485,149.50 (\$7,350.75/unit) for 66 units, prior to approval of the Final Map. Payment for each phase's final map is permitted.(SMC 18.10)
- J. Dedicate private streets as emergency vehicle ingress-egress easements.
- K. Private street names will be provided per the City of Sunnyvale Street Name System, as selected by the Community Development Department.
- L. At the expense of the subdivider, City staff shall install required street trees of a species determined by the Public Works Department. Obtain approval of a detailed landscape and irrigation plan from the Director of Community Development (SMC 19.38.070) prior to issuance of a Building Permit.
- M. Coordinate bus stop improvements with VTA standards. Include on improvement plans for building permits.
- N. Construct new sidewalk, curb, and gutter along with the enhancement of the Karlstad Drive intersection crossing in accordance with requirements of the Transportation and Traffic Division.
 - a. Street frontage improvements require 10-foot sidewalk along Fair Oaks Avenue for the south site.
 - b. Street frontage improvement require a 10-foot sidewalk along Tasman Drive, but may be narrowed to retain existing street trees.
 - c. Karlstad sidewalk shall be constructed to city specifications for width and location.
 - d. Luminaries and street tree grates are to be installed per design standards of the Fair Oaks and Tasman Pedestrian and Bicycle Circulation Plan.
 - e. Luminaries shall include an internal louver around the bulb or equivalent feature to direct lighting downwards. This detail shall be indicated on improvement plans.